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50X1-HUM

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1. After the war, until 1948, [redacted] there was a torpedo testing range located somewhere south of Makhachkala in an unnamed bay. [redacted]

Aleksandr Dementevich Suprunenko [redacted] Captain of the Astrakhan Naval Port, Captain Third Class held conferences with Reydtanker tugboat captains, who since 1946 had been piloting gunboats and destroyers from Astrakhan to Baku. These vessels had come from the upper Volga and Gorkiy, where they probably were built at the Zavod i/n Zhdanov, formerly Krasnoye Sormovo. At these conferences he discussed pilotage problems between Astrakhan and Baku. [redacted]

during these conferences Suprunenko warned naval commanders and Reydtanker pilots to keep away from the Makhachkala region, especially its southern port. Once, some R-50X1-HUM pilots pointed out to Suprunenko that all Reydtanker captains well knew that the Makhachkala shore was rocky and that no Reydtanker pilot would be so foolish as to come too close to it. At this, Suprunenko became quite angry and retorted, "It's not because the shore is rocky, but because you might run into some 'cucumbers.'" ("Cucumber" is a Soviet naval slang expression for torpedoes and floating mines.) Suprunenko also informed naval commanders that the destroyer Sekstan, which was assigned to the Caspian Fleet and was stationed permanently in Baku, would meet their convey on the run to Makhachkala and take the lead. [] heard these and similar conversations until 1948, but this does not mean, of course, that the torpedo testing activity south of Makhachkala ceased then: []

Gunboats and destroyers continued to come from the upper Volga by the same route. Suprunenko may not have discussed Makhachkala after 1948 because, by that time, he may have assumed that all knew that they must stay clear of the region.

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2. [redacted] there were approximately 80 gunboats and destroyers [redacted] piloted by ReydTanker navigators from Astrakhan to Baku. Each year there were normally two such naval convoys: one in May, the other in September. In 1946 and 1947 the annual total of naval ships passing Astrakhan was probably 10-12. Later, the number increased to approximately 15. [redacted] gunboats and destroyers passing Astrakhan were completed, painted, and armed. This was apparent from [redacted] observation on the shore. [redacted] 50X1-HUM
3. The only naval port on the Caspian Sea, [redacted] is Baku. [redacted] the largest naval vessels belonging to this fleet were 50X1-HUM destroyers. Naval gun firing was often conducted on the eastern shore of the Caspian Sea between Port Shevchenko and Zaliv Kara Bogaz Gol. [redacted] 50X1-HUM
4. In addition to naval gun firing practice, naval activity in the Caspian Sea also included hydrographic research, especially on the exploration of sea depths for naval navigation purposes. The Hydrographical Administration of the Caspian Red Banner Naval Fleet (Gidrograficheskoye Upravleniye Kaspiyskoy Krasnoznamennoy Voennoy Flotilii) was located in Astrakhan; chief of this organization was Engineer-Captain First Class (fnu) Kuchin. Attached to this administration were several large Diesel tugboats of the Okhotnik type; each had a displacement of approximately 200 tons. One of the two main tasks of this administration was the placement and maintenance of markings (lighted buoys) along the shipping lane from 14-Foot Roadsteads to Gur'yev. The other function was the constant measuring of depths on the Astrakhan-Makhachkala run. This latter lane, however, was not marked by buoys. In its hydrographic work in the northern part of the Caspian Sea, Astrakhan's Naval Hydrographical Administration collaborated very closely with the ReydTekhFlot and KaspMorPut [redacted] using much of the data collected by these two organizations 50X1-HUM In Lenkoran was another naval hydrographical administration, which, during WW II, measured sea depths in the Iranian ports of Bandar Shah and Resht; this information, however, dates from 1944. It seems reasonable [redacted] that, since the main naval base on the Caspian Sea was located in Baku, it could logically be assumed that the Astrakhan and Lenkoran naval hydrographical offices were subsidiaries of a central naval hydrographical administration also located there. [redacted] heard of such an administration in Baku. [redacted] 50X1-HUM
5. In addition to Captain Third Class Suprunenko, [redacted] another naval officer, Captain Third Class Viktor Garanin, [redacted] was head of the Astrakhan Regional Administration of Dosflot. [redacted] 50X1-HUM
6. [redacted] in June 1951 [redacted] heard that later the same year a naval school (Voyenno-Morskoye Uchilishche) was organized in Astrakhan, [redacted] [redacted] 50X1-HUM

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